

THE COMMONWEALTH OF MASSACHUSETTS

ANNUAL REPORT

OF THE

MASSACHUSETTS AERONAUTICS COMMISSION,

FOR

YEAR ENDING DECEMBER 31, 1964

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MASS. OFFICIALS

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ANNUAL REPORT - 1964

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As predicted in last year's report, 1964 was in most respects a very successful year for aviation in Massachusetts. The only real exception was a series of general aviation accidents in which five airplanes were demolished and eleven persons were killed. It is noteworthy that in each of these cases our investigation disclosed substantial evidence of pilot error or passenger interference, and none of aircraft or system malfunction.

First, second, and third level airline service was adequate in most areas, although Northeast Airlines' continuing troubles prevented any improvement of their local operations in Massachusetts.

The 1963 legislative air tour, plus the Governor's Aviation Conference, together with Governor Peabody's and our recommendations to the Legislature, culminated in Chapters 544 and 590 of the Acts of 1964.

Chapter 544 increased the allowable percentage of state aid for airport construction and improvement from 25 to 40%. With the federal government contributing 50%, this leaves only 10% for the local community. This has, of course, greatly increased the interest of cities and towns hard up to meet their school, protection, and other top priority needs.

Chapter 590 substitutes a uniform state registration fee for aircraft previously subject to a highly capricious local personal property tax, and imposes a small registration fee for pilots. It is expected that the revenues will be used for state aids to air navigation. Anticipating this, the 1964 Legislature gave us a special appropriation which we used to replace and take over four obsolete city and town MH's and install two new ones, as outlined in our Plans for 1964.

In the late spring, Governor Peabody suggested to his newly reorganized Department of Public Works that the helicopter operated by them might be more efficiently turned over to us for the use of all state agencies. This was done, we hired an additional pilot-inspector, and, working with the Commission on Administration, we set up a self-sustaining air transportation service with the Bell 47J and our Twin Comanche. In approximately six months the helicopter has been flown 221 hours and the airplane 113 hours for other departments, and have together produced bookkeeping revenues of \$19,347.

This service, enthusiastically used by the Governor's office, the Secretary of State, the Attorney General's office, the Department of Public Works, the Department of Commerce, the Department of Public Safety, the Department of Natural Resources, and others, has provided

not only rapid executive transportation, but aerial photography and survey, forest fire patrol, highway traffic control, and even poll watching during elections.

We were also pleased to have the Federal Aviation Agency during the year adopt our recommendation that airport approach lights be included as eligible items under the Federal Airport Aid Program. The first such installation under the new policy is in the process of going in at Pittsfield, with the city, state, and federal government sharing the cost 10/40/50%.

With the start we have made, 1965 should show a worthwhile improvement in the quality and quantity of our airports, found to be so necessary to an industrial state like Massachusetts.

We began the year with nine employees and finished with ten.

Here are some of the details of our activities.

SAFETY

Registration: 4091 pilots and 1484 aircraft were registered at the end of December, 1964. This was an increase of 23 pilots and 15 planes over the last corresponding period.

Inspections: Inspections of various types totaling 373 were made at airports and seaplane bases. This was approximately 100 more than in 1963.

Managers: We licensed 64 persons as airport managers. This is about the same for the past several years.

Accidents: For the third year the number of accidents has decreased. This year's statistics show a decrease of 22 for a total of 66. Included in this total were 6 accidents involving 14 fatalities and 4 accidents involving personal injury.

Analysis of the total accident figure indicates that 63% occurred during landing or takeoff and from the available evidence 67% involved pilot error.

Financial

Responsibility: 1964, the ninth year since the enactment of the Aircraft Financial Responsibility Act, required our action in 4 cases. No suspensions of pilot or aircraft registration certificates were necessary in these cases.

Safety (continued)Disciplinary

Action: As a result of 311 complaints received and investigated, as well as the investigation of the above accidents, certain disciplinary action was taken. 7 persons were taken to court, 189 received warning letters, 5 cases were turned over to the FAA for action, and 4 cases were referred to the various military agencies for their action. Of the total complaints received, 78 primarily due to noise, involved airline operations. Compared with 1963, the number of complaints decreased by 602, which included 537 airline noise complaints.

Lectures:

Our safety and enforcement personnel continued their practice of giving lectures on aeronautical laws and regulations, accident and violation investigation to local police and state police trainees at the State Police Academy in Framingham. Safety lectures were also given to several pilot organizations.

Waivers:

Because some aerial activities do not exactly fit into the general pattern for which our regulations were established and because it was felt that non-compliance served a greater public good we issued after investigation waivers or permits to a total of 113 persons or organizations. 84 of these were in connection with the sport of parachute jumping, 12 for agricultural aerial spraying and dusting. The others were for the purpose of pipe line patrol, air meets, insect control, wildlife surveys, forest fire patrol, banner towing, scientific research and electronic testing.

PROMOTIONLegislation:

During 1964, 2 bills, one of which had been recommended by us for the past several years, were enacted. One establishes fees for the registering of federal aircraft certificates, which is in lieu of personal property tax and federal pilots certificates. The anticipated revenue will go into the General Fund, but we will request an amount based on collections for the installation, improvement and maintenance of air navigation aids.

Promotion (continued)

The other bill, explained in the introduction, increased the allowable percentage of state aid for airport construction and improvement from 25% to 40%.

State Airplane and Helicopter:

Commission pilots flew the state Twin Comanche a total of 273.5 hours on inspections, investigations, court and enforcement trips, engineering surveys, photo and administrative work. 113 hours of this was for other state departments. The helicopter, assigned to us in June, 1964, was flown 292.5 hours. Of this total helicopter time, 285 hours were for other state departments.

Aviation Education:

The Talespinner, a department aviation newsletter, was published and distributed to those concerned with the industry and other interested parties. Each mailing averages 750. We continued giving talks to civic groups and service clubs about aviation, its history and future in Massachusetts and about the activities of the Commission. Our film library was increased, by obtaining a copy of "The Best Investment We Ever Made", during the year and this, along with our other films, "One Eye on the Instruments", "Flight Decision", "Flying Businessman" and "Airports America" were shown or lent to civic, school, aviation and other interested groups.

Two Massachusetts high school students, the President and Vice President of the Massachusetts Students Council, were flown in the state plane to Oklahoma City, Oklahoma for the second annual aviation youth seminar held in commemoration of Wright Brothers Day, December 17th.

Sport Parachute Jumping:

The number of areas where this activity is conducted remained about the same. In 1964, 9033, 1679, 1251, 1788, and 106 jumps respectively, were made at Orange, Mansfield, Turners Falls, Taunton and Agawam, making a total of 13,857, which is exclusive of exhibition jumps at off-airport areas. Because of several fatalities, the Commission has tightened its policy of issuing jump waivers and has confined jumping to approved areas and has established standards for such approval.

Promotion (continued)

Airport Directory: The directory, "Massachusetts Air Holidays", listing airport services offered and recreational attractions in the vicinity of the landing areas, was distributed to many inquirers from both Massachusetts and outside the state. Early in 1965 it is expected that a new directory will be ready for distribution which will contain aerial photographs of each airport that portray the outline of the runways, obstructions, lights, nav aids, etc.

Federal-State
Cooperation:

Personnel of the Commission continued in the promotion and development of aviation and aviation safety by meeting with various federal agencies to exchange accident and enforcement information, to discuss the better use of traffic control systems, to suggest changes in federal regulations, and to conduct joint airport and heliport inspections.

AIRPORTS

Certificates of
Approval:

Certificates of approval were issued to 63 landing areas for commercial operation during the year; 22 were issued to cities and towns, 35 to privately owned commercial airports, 6 for privately owned commercial seaplane bases. In addition, 58 privately used fields, 15 privately used seaplane bases and 39 privately used heliports were registered.

The changes from last year were the addition of three privately owned commercial landing areas at Haverhill, Millbury and Norfolk. Also the loss of one municipally operated commercial landing area and one commercial heliport at Braintree and East Boston.

Massachusetts Helicopter Airlines, Inc., an intra-state helicopter operator which provides passenger transportation, generally along Route 128, was granted approval for 7 additional helistops, which brings their total to 25 such helistops.

Airports (continued)

The following airport projects costing a total of \$1,238,000 were completed during the year --

State Aid:

NORTH ADAMS: Sequenced flashing approach lights.

State and FederalAirport Aid:

FITCHBURG: Runway overlay and taxiway lighting.

HYANNIS: Equipment building and extension of plane parking apron.

LAWRENCE: Runway construction and overlay, taxiway lighting, fencing and obstruction lighting and removal.

MARTHA'SVINEYARD:

High intensity runway lights and extension of terminal apron.

NORTH ADAMS: Runway extension.

WESTFIELD: Runway overlay.

WORCESTER: Paving of runway extension and overlay, high intensity lighting, taxiway construction and lighting, and knoll removal. The turfing of the shoulders, etc., has been put off until next spring.

In addition to the above, we have installed new MHW beacons at BEVERLY, NORWOOD, FITCHBURG and PITTSFIELD and are planning to install one at PROVINCETOWN.

In addition to installing these beacons, we will also maintain them. The local airport people are required to furnish the necessary power, the housing and the required monitoring of these beacons.

Projects expected to get underway in 1965, which are estimated to cost \$630,000. --

FALL RIVER: Taxiway lighting and marking of runway and taxiway.

Airports (continued)

HYANNIS: Overlay runway, taxiway lighting, additional transient plane apron, approach clearing and/or obstruction removal.

MARSHFIELD: Acquire land for airport development.

NORTH ADAMS: Acquire land for airport development, construct taxiway and mark runway.

PITTSFIELD: Sequenced flashing approach lights, runway end identifier lights and visual approach slope indicators.

WAREHAM: New airport.

LOCAL SERVICE AIRLINE PASSENGERS

	12 Months Ending 11/30/64	12 Months Ending 11/30/63	% Change
Boston MOH	107464	91831	+17
Boston AL	61355	54391	+13
Boston P-B	12524	12486	+ .3
Boston EX	9310	4683	+99
Hyannis NEA	16062	17077	- 6
Hyannis C&I	10654	11926	-11
Lawrence NEA *	93	144	-35
M. Vineyard NEA	10255	9857	+ 4
M. Vineyard C&I	201	129	+56
M. Vineyard EX	2717	2421	+12
Nantucket NEA	21681	20789	+ 4
Nantucket C&I	11276	12621	-11
Nantucket EX	4376	3217	+36
New Bedford NEA	20737	19693	+ 5
Provincetown P-B	12524	12486	+ .3
Worcester NEA	40201	35380	+14
Worcester MOH	3371	3451	- 2
Pittsfield YA	7693	6457	+19

* Limited Service.

CONTROL TOWER AIR TRAFFIC COUNT

	12 Months Ending 11/30/64	12 Months Ending 11/30/63	% Change
Boston-Logan	234711	217837	+ 7
Boston-Bedford	219098	213336	+ 3
Hyannis	32439	30750	+ 5
Nantucket	26199	22876	+13
New Bedford	44144	40702	+ 8
Westfield	50843	51318	- 1
Worcester	54088	54022	+ 0

INSTRUMENT APPROACHES

City and State	12 Months Ending 11/30/64	12 Months Ending 11/30/63
<u>Radio Aids:</u>		
Pittsfield	74	75
Lawrence	133	127
Fitchburg	44	47
Norwood	98	94
Beverly	70	97
<u>Federal Radio Aids:</u>		
Bedford	1926	1639
Boston	11685	10593
Hyannis	533	495
Martha's Vineyard	378	394
Nantucket	589	653
New Bedford	595	499
Westfield	187	181
Worcester	600	611

PLANS FOR 1965

Our big job in the coming year will be to make the best possible use of the new laws in behalf of Massachusetts aviation.

At the turn of the year we had collected \$23,500 under the registration law which took effect on January 1st. This is the first

Plans for 1965 (continued)

time users of the Commonwealth's air facilities have contributed directly to their cost, and the first time we have administered a revenue act. In cooperation with state aviation associations and others, we shall try to make good use of this income in developing a system of state radio and visual navigational and airport approach aids.

Late winter and early spring will bring a number of town meetings at which new airport projects now financed 90% by the state and federal governments, will be up for action. We shall do everything we can to help local airport commissions succeed with their plans.

On top of this, we shall continue to carry out our responsibilities in safety, promotion, air transportation and airport development.

Respectfully submitted,

John M. Wells, Chairman
Charlotte S. Kelley
Edward W. Malley, Jr.
James F. Nields
Malcolm Woronoff

Crocker Snow, Director of Aeronautics

